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. 1978-1990 and 2006- 2024. Stockbroker, corporate advisor, Olympic sailor.

A good proportion of what the committee is seeking was simply beyond any individual organisation to dissect. City of Canada Bay 4 pages. Best is 36 pages Inner West Council.

Talent inside Transport NSW was lacking given the scale of mistakes, and the typical Transurban preferences not withstood.

Anzac Bridge choke point

Start at the congestion point Anzac bridge which cascades into Victoria Rozelle, thence Drummoyne and thence Gladesville bridge. 8-9 lanes into 4 is the key problem. Anzac Bridge east bound has two exist Sydney Fish markets and Harris St. exits , and spreads into 2 lanes for CCT, 3 to Bathurst St. and 2 to Harbour Bridge/King St. = 7 Anzac bridges already has on bridge turnaround gaps at the centre lane divider.

Solution: make Anzac bridge 5/3 like Victoria rd. is 4/2 in the morning at Drummoyne. It will be another 4 years for the West Harbour 2028. There may be capital works involved in this .

Victoria Rd. Rozelle.

The bus lanes don't need 2 lanes all the way through Balmain/Rozelle south. They already have preferential pull out under traffic law. The big problem is Terry st, the first LHT with an abnormally long pedestrian green light. Only that intersection needs a two-lane bus lane , if at all. Darling St, Evans St., and White Bay LHT have minimal LHT delays for buses.

Off peak Victoria Rd. south at Darling St turns a 4-lane road into 1 lane and three lanes to one lane down to Iron Cove bridge heading north.

RHT to Darling St from Victoria Rd south needs to be one lane if the existing two bus lanes at Darling St heading south , are to remain as such.

Traffic Dispersion and the Crescent - one only lane heading north at the exchange and again at Iron Cove Bridge

Not all traffic goes to the city which suited the old hub and spoke traffic and public transport pattern. The CBD has shrunk relative to the rest of Sydney. Especially with WFH. The link up at Victoria rd. and The Crescent has one lane to Victoria Rd heading north and across the Rozelle interchange and one lane at Iron Cove Bridge. Why does this later Rozelle Interconnect exit have 2 lanes and the rest of Sydney 1 should be one each and one merged = 3 lane used more equitably. Currently the buses onto Iron Cove Bridge heading north, have no preference coming into the one lane and traffic has to later impinge into centre lanes.

Drummoyne - clearing Victoria rd. congestion 7 days a week

Victoria rd. Drummoyne should be clearway 7 am 7 pm 7 days per week. Typically, <20 cars hold up this, one of Sydney's main arterials roads. Pictures 11.25 am 23/5/24 from Edwin St: 5 parked cars, and looking north to Lyons rd. 5 cars. Same day at 1.24 pm looking south from Lyons rd. 12 cars .

Weekends disaster. That's why 7 to 7 7 days a week . Everybody expect a few retailers have already developed off street parking. It worked a marvel for the 2000 Olympics 24 years ago.

The minutiae of freeing Drummoyne.

There are 4 pedestrian crossings on Victoria Rd Drummoyne . Westbourne street one sided, Park St One sided, Edwin and Lyons rd. two sided. Make Edwin St. south side one sided, and Lyons rd. North side one sided. At least we can turn into Victoria Rd. north at Edwin and turn south at Lyons Rd . Get rid of the 2 parking spots at Lyons rd. east side.

The Drummoyne east rat run. There a really three main north south streets; Renwick, Alexnader and St. George's car -all end in Park St

Solution No LHT at Seymour St. 7-9 am. And make it the same progressive testing at Lyons Rd and at even Edwin St. Destroys the rat run completely .No inconvenience for East side residents and businesses , they can double back from Day St., and business generally open after or at 9.00am. Minimal adverse commercial effects .

Victoria Rd Saturday and Sundays a disaster. There is nothing that Public transport can do for dispersed traffic patterns on weekends.

Birkenhead point on weekends.

Kills Victoria rd at Iron Cove heading north, Kills Henley Marine drive heading east onto Iron Cover bridge. Kills Days set heading east. Birkenhead Pt has only one entry and exit rd. Roseby St. Nobody should have approved this development . Any Westfield has typically 4-sided entry exits. This has one.

Solutions. Saturday and Sunday one hour parking 500 meters from Roseby St. Free letterboxed 12-month parking permits per residence up to Edwin St and Victoria Place. Plus, Formosa St and some of the western side streets

Secondly to have traffic diversions as required by traffic marshals, on north side of Day St traffic to be diverted to exit at Park St onto Victoria Rd. Henley Marine Drive exit to Iron Cove bridge south only. And all east bound Day St.to Renwick - no RHT .

Lane cameras . Rule #1 if you are turning LHT you must take the next intersection left. Camera should be videos. Iron Cove Bridge cheats should be booked by camera on Iron Cove bridge. The police used to be at Terry St, you never see them now.
